

1-12. (CANCELED)

13. (CURRENTLY AMENDED) A vehicle clutch (6) located in a vehicle between a prime mover (2) and a transmission (4) and controlled according to a rotational speed of the prime mover (2), the clutch having elements (26, 32) which cause transmission of a variable torque according to the rotational speed of the prime mover (2), the vehicle clutch (6) being actuatable without an externally actuated actuator and the elements (26, 32) causing the torque transmission having kinematics controllable according to vehicle weight or ~~transactional~~ tractional resistance, the kinematics comprising ~~changeable~~ adjustable lever elements, ~~changeable lever ratios~~ of which serve to control a capacity for torque transmission of said vehicle clutch (6) and ~~the lever ratios on leverage provided by~~ the lever elements can be one of electromotively, electromagnetically, hydraulically and pneumatically changed. ←

14. (PREVIOUSLY PRESENTED) The vehicle clutch (6) according to claims 13, wherein said vehicle clutch has a wear compensation. ←

15. (PREVIOUSLY PRESENTED) The vehicle clutch (6) according to claim 14, wherein the changeable lever elements are provided for compensation to the wear. ←

16. (PREVIOUSLY PRESENTED) The vehicle clutch (6) according to claim 13, wherein the vehicle clutch is located between the prime mover (2) and an automated vehicle transmission (4). ←

17. (NEW) A vehicle clutch (6) located in a vehicle between a prime mover (2) and a transmission (4) and controlled according to a rotational speed of the prime mover (2), the clutch comprising:

torque transmitting elements comprising a roller element (26) and a ramp element (32) which cause transmission of a variable torque according to the rotational speed of the prime mover (2) without an externally actuated actuator; and

wherein the torque transmitting elements further comprise kinematic elements including an adjustable lever element for providing leverage to at least one of another torque transmitting element according to one of vehicle weight and tractional resistance.

18. (NEW) The vehicle clutch (6) according to claims 17, wherein said adjustable lever element provides leverage to at least one of the other torque transmitting elements to compensate for clutch wear.

19. (NEW) The vehicle clutch (6) according to claim 17, wherein the vehicle clutch is located between the prime mover (2) and an automatic vehicle transmission (4).